

INTELLFAX 21

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 CENTRAL INTELLIGENCE AGENCY REPORT NO. [REDACTED]  
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**INFORMATION REPORT**

COUNTRY USSR (Latvia) DATE DISTR. 21 Mar 1952  
 SUBJECT Shipyard on the Muehlgraben in Riga NO. OF PAGES 3

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COPY

OT CIRCULATE

1. There was a shipyard in the northern sector of Riga (57°02'N/24°02'E) on the Muehlgraben, a branch of the Duna River, south of the village called Alt-Muehlgraben. The Latvian name of this plant was Zavod Millgrave; the present Soviet designation is unknown. The shipyard was taken over by the Soviets in 1945. (1)
2. The manager and the managing engineer as well as most of the operating engineers were Soviets. The Latvian master mechanics were gradually replaced by Soviets.
3. During the war, the shipyard was used by the German armed forces as a tank repair plant. Repair work on ships was done there occasionally. The plant was intact at the time it was captured by the Russians. However, its machinery was obsolete and partly unserviceable.
4. New workshops were built since 1945 with the help of German PWs. The old buildings and barracks, which were no longer needed, were pulled down. A forge and some large workshops were recently erected. In 1948, the shipyard was capable of building vessels up to 2,000 GRT and repairing hulls and marine engines.
5. The shipyard covered an area of about 1,100 meters long and 400 meters wide. Between 1945 and 1947, a new quay, 700 to 800 meters long and 10 meters wide, was built on the Muehlgraben. The shipyard has two slips, which are equipped with several cranes of various sizes. In November 1948, there was one ship under construction on each slip. (2)
6. Two floating docks were transferred to the shipyard from Germany in the summer of 1946. They were moored at the quay in the Muehlgraben. One of the docks bore the inscription "Schichau II". Each of the two docks was about 80 to 100 meters long and 30 to 40 meters wide. Merchant ships, which were under repair in the shipyard, were drydocked in these docks. (3)
7. Installations observed in the shipyard included: The old forge, a brick building 120 x 25 meters, equipped with conventional shipbuilding machinery; a boiler shop, 200 x 40 x 15 meters, roofed with concrete slabs, recently erected from American plans during 1945 and 1947, housing a boiler forge, a shipbuilding shop, a lathe shop, a welding shop,

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joineries and pattern making shops, all equipped with modern machine tools, including German and American lathes with distances between centers of 10 to 12 meters. A shop track was laid through the total length of the hall. A 10 ton overhead crane running through the total length of the shop about 10 meters above the floor was available. A four story wing housing the administration was erected. Adjacent to this new building, another big hall, about 200 x 25 meters, was under construction. It was not completed in November 1948. Latvian workmen said it was to be equipped as a mechanical workshop. A large foundry, about 30 x 10 meters, equipped with a coke-fired furnace, was completed in early 1947. Other buildings housed compressor, oxygen and acetylene plants and a sawmill. (4) A spur track to the shipyard was built on 1 May 1948 after the bridge across the Muehlgraben was reconstructed as a railroad- and roadbridge. The shipyard owned no locomotives or cars.

8. Current was supplied by a newly built yard-owned power station which was put into operation in 1947. It is a 25 x 25 meters building with a high smokestack, equipped with a turbine of British or American origin and coal-fired boilers. The coal which arrived by steamers was discharged with cranes and carried to the power station on lorries. The coal supply was irregular so that the power frequently failed. Prior to the completion of the power station current was supplied by three Diesel generators made by General Motors which were mounted on truck chassis.
9. Repair of merchant ships up to the size of 2,000 to 3,000 tons was begun in the fall of 1945. Merchant vessels, sea-going tugs, and motorboats were constantly under repair there; occasionally small warships were also repaired. As a result of waste, the originally very large stock of shipbuilding material was nearly exhausted in 1947. The supply of sheet metal was poor. Other material initially arrived by trucks and later by rail. Ship propellers and cogwheels were delivered to the yard.
10. In 1947 and 1948, there were about 1,500 workers, comprising 50 to 70 percent Latvians who had been compulsorily drafted and 300 PWs. The PWs who were withdrawn in November 1948 were replaced by convicts, most of whom were Latvians. Work was done in one, two or three shifts according to the amount of work to be done.
11. Construction of new ships was begun in the spring of 1947. The first newly built vessel was the Partisan, a 500 ton tug which was completed in 1947. The 600 ton ice breaker Daugava was finished in late 1947.
12. Beginning in the spring of 1948, pontoons were built. These objects were 15 meters long, 4 meters wide, and 3 meters high and had pointed ends. They were built of 10 mm sheet steel. These pontoons, the use of which was unknown, were to be mass produced, but mass production was not begun till November 1948. The monthly output was about eight pontoons. Latvian workers said that a monthly production of 100 pontoons was the goal. After completion some of the vessels were towed elsewhere, others were shipped by rail to an unknown destination. (5) The land side of the shipyard was barred by a high barbed wire fence. Guard duties were performed by civilians armed with carbines.

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Comments.

(1) This shipyard was established prior to World War I as a branch of the German shipyard F. Schichau A.G. (Inc.) in Elbing. Its name was then Muehlgraben-Werft A.G. F. Schichau.

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- (2) The slips date from the pre-1914 period. They are suitable only for small vessels. It is not known whether the existing slips were to be expanded or new ones were planned.
- (3) From available data on the docks, it is believed that they are intended only for ships of up to about 3,000 tons.
- (4) With the construction of new workshops, the capacity of the shipyard has increased considerably. The new boiler shop probably is a modern ship-building hall with all appropriate workshops. The other large building which was under construction may be intended for the mass construction of pontoons.
- (5) According to another report the pontoons are 25 meters long. Mass production seems to have been started only after the PWs were withdrawn.

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Location Sketch

Sketch 1a

1. Duena River. (Southern Dvina River)
2. Muehlgraben.
3. Red Duena.
4. Dry branch of the Duena River.
5. Shipyard premises.
6. Siding.
7. Railroad bridge and road bridge across the Muehlgraben.
8. Direction to Duenamuende.
9. Village of Alt-Muehlgraben.

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Layout Sketch

Sketch II.

1. Duena River (Southern Dvina River)
2. Muehlgraben.
3. Dry branch.
4. Village of Alt-Muehlgraben.
5. Slips.
6. Floating docks.
7. New workshops.
8. New forge.
9. Lathc shop.
10. Old forge.
11. Material dump.
12. Electric power station.
13. Coal dump.
14. PW-Camp No 27.
15. Standard gauge track.
16. Narrow gauge track.
17. Quay.
18. Barbed wire fence.
19. Small repair forge.

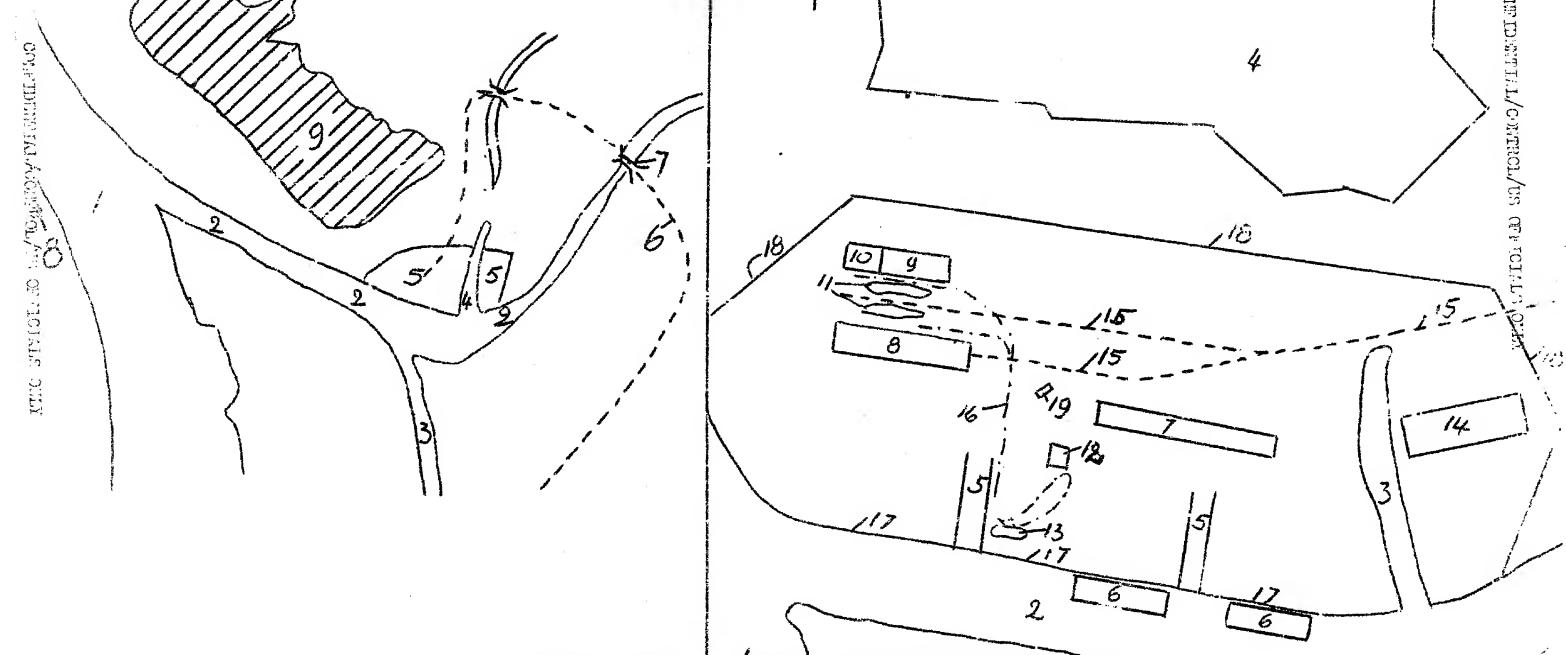
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